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A BOBIT PUBLICATION

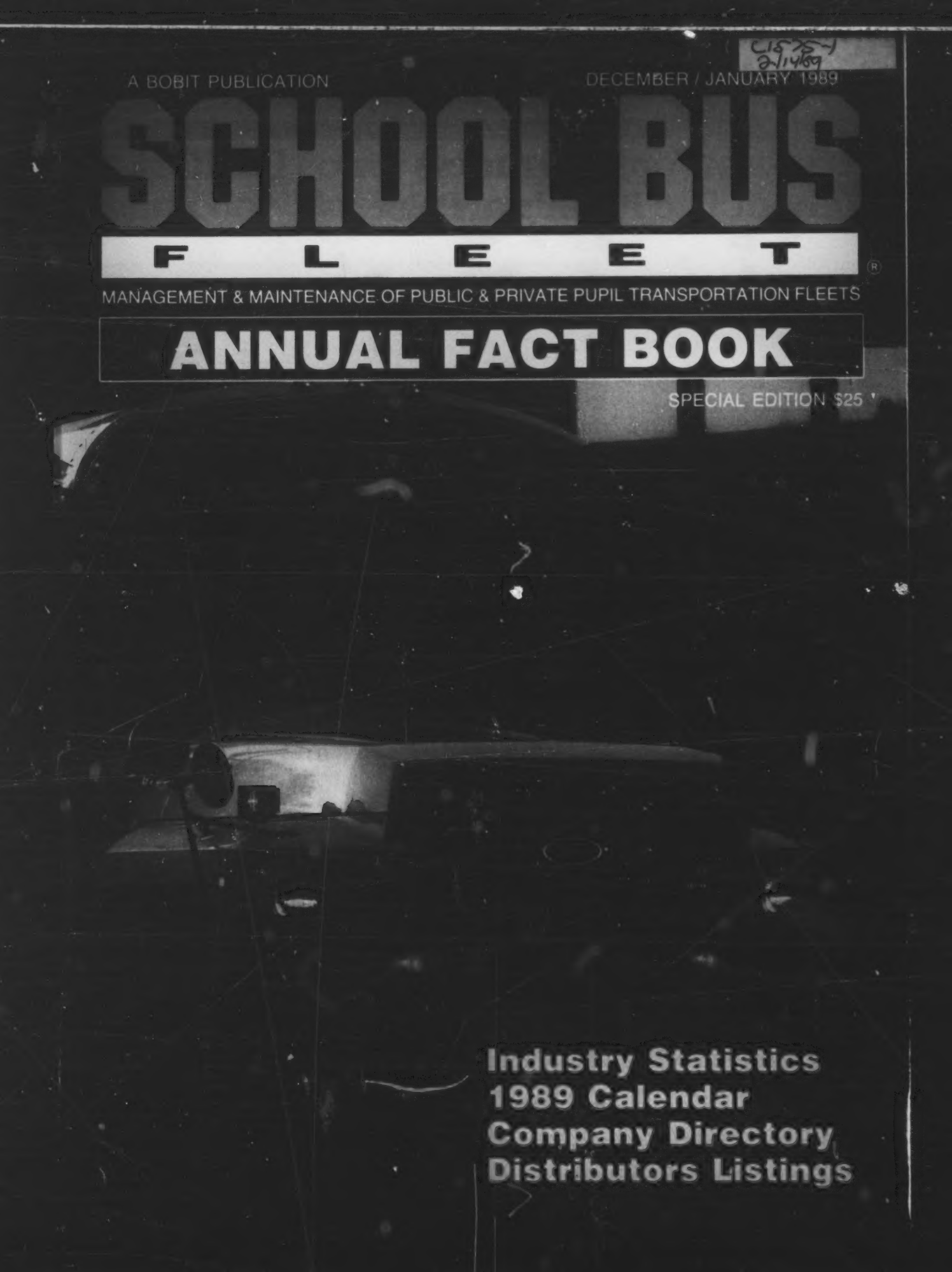
DECEMBER / JANUARY 1989

SCHOOL BUS FLEET®

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

ANNUAL FACT BOOK

SPECIAL EDITION $25



Industry Statistics
1989 Calendar
Company Directory
Distributors Listings

A BOBIT PUBLICATION

SCHOOL BUS FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

Vol. 34 No. 6

December / January 1989

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Statistics

School Transportation 1986 - 1987

State	Pupils Transported at Public Expense	Bus Ownership						Total Number of Buses	Total Miles of Service	Transportation Expenditures($) Including Capital Outlay
		District			Contractor					
		Type I	Type II	Total	Type I	Type II	Total			
Alabama	441,115	6,360	176	6,536	0	0	0	6,536	53,815,195	$65,661,209
Alaska	41,576	107	5	112	454	86	540	652	5,805,000	23,131,279[c]
Arizona[c]	205,251	370	3,085	3,455	67	0	67	3,522	32,961,729	50,189,410
Arkansas	264,474	N/A	N/A	N/A	N/A	N/A	N/A	4,179	38,202,000	48,635,662
California	1,094,367	10,969	2,586	13,555	3,447	3,314	6,761	20,316	277,969,108	649,325,896
Colorado	226,563	4,023	399	4,422	N/A	N/A	N/A	4,422	44,613,987	53,736,778
Connecticut	348,763	N/A	N/A	N/A	3,654	1,002	4,656	4,656	a	110,000,000
Delaware	83,683	339	30	369	898	41	939	1,308	16,427,596	27,742,101
Florida	759,388	8,042	300	8,342	649	0	649	8,991	123,150,130	226,361,097
Georgia	1,094,802	N/A	N/A	10,331	N/A	N/A	9	10,340	89,119,080	161,859,686
Hawaii	40,237	15	0	15	508	240	748	763	7,240,558	17,654,717
Idaho	122,400	1,476	10	1,486	528	10	538	2,084	20,665,380	25,651,630
Illinois	928,200	N/A	N/A	8,782	N/A	N/A	12,450	21,230	250,004,393	338,233,257
Indiana	681,491	7,307	160	7,467	2,484	N/A	2,484	9,951	65,796,194	186,240,690
Iowa	244,618	5,815	830	6,645	226	16	242	6,887	62,384,262	59,342,469
Kansas	162,633	558	3,452	4,010	N/A	N/A	1,261	5,271	41,671,097	51,550,057
Kentucky	454,501	7,164	472	7,636	174	11	183	7,819	78,831,900	97,033,965
Louisiana	536,765	3,237	121	3,358	3,742	140	3,882	7,240	65,108,194	123,779,963
Maine	170,240	198	1,738	1,936	56	403	459	2,395	29,436,474[c]	38,448,006
Maryland	447,399	2,478	14	2,492	2,597	47	2,644	5,136	79,450,533	113,379,689
Massachusetts	496,688	N/A	N/A	2,288	N/A	N/A	5,208	7,496	56,531,103	150,652,577[c]
Michigan	781,874	N/A	N/A	13,480	N/A	N/A	100	13,580	128,520,000	250,000,000
Minnesota	854,347	3,859	787	4,646	4,560	995	5,555	10,210	116,473,000[c]	171,611,076
Mississippi	361,580	N/A	N/A	5,200	2	0	2	5,202	41,322,249	55,439,819
Missouri	456,156	4,813	1,129	5,942	3,375	792	4,167	10,109	107,787,266	155,074,336
Montana	60,106	632	48	680	593	48	641	1,321	16,678,152[c]	17,068,680
Nebraska	263,588	N/A	N/A	N/A	N/A	N/A	N/A	3,552	29,927,872	32,534,089
Nevada	60,478	139	827	966	0	0	0	966	13,513,522	26,125,864
New Hampshire	100,000	291	29	320	1,327	353	1,680	2,000	13,500,000	26,650,547[c]
New Jersey	619,246	3,547	1,747	5,294	4,605	3,335	7,940	13,234	119,191,000	284,285,392[c]
New Mexico	136,792	503	71	574	1,240	303	1,543	2,117	29,260,071[c]	53,082,143
New York	1,917,619	11,539	3,663	15,202	N/A	N/A	12,000[b]	27,202	300,000,000[b]	906,259,719
North Carolina	686,089	13,153	0	13,153	0	0	0	13,153	118,429,680	118,538,141
North Dakota	49,619	1,231	168	1,399	448	61	509	1,908	25,676,000	24,343,508[c]
Ohio	1,296,806	10,866	154	11,020	440	38	478	11,958	162,371,000	268,958,350[c]
Oklahoma	298,862	6,701	87	6,788	N/A	N/A	N/A	6,788	58,139,408	66,395,099
Oregon	215,831	2,642	354	2,996	1,515	125	1,640	4,636	43,170,484[c]	71,473,317
Pennsylvania	1,337,637	4,915	232	5,147	12,508	2,934	15,442	20,589	252,957,803	382,454,715
Rhode Island[c]	90,000	N/A	N/A	270	N/A	N/A	1,080	1,350	N/A	N/A
South Carolina	438,783	5,950	13	5,963	18	338	356	6,319	67,309,575	54,652,962
South Dakota	47,466	1,138	101	1,239	391	27	418	1,657	18,707,420	18,607,477
Tennessee	552,996	4,860	151	5,011	1,390	150	1,540	6,551	74,273,760	77,013,202
Texas	1,010,000	22,932	1,558	24,490	631	25	656	25,146	200,899,300	196,119,499
Utah	153,273	1,429	67	1,496	78	2	80	1,576	18,176,856	28,988,429
Vermont	71,567	567	50	1,117	477	126	603	1,846	11,531,429	16,657,688
Virginia	735,553	8,866	410	9,276	281	0	281	9,567	84,194,110	153,656,936
Washington	365,920	5,204	385	5,589	660	151	811	6,400	69,293,757	132,882,016
Washington DC	5,161	N/A	N/A	N/A	N/A	N/A	N/A	148	2,020,000	N/A
West Virginia	278,380	2,721	296	3,017	0	63	63	3,080	37,746,950	84,132,950
Wisconsin	469,413	N/A	N/A	1,971	N/A	N/A	5,112	7,083	73,508,025[c]	120,252,435
Wyoming	42,203	1,183	327	1,510	32	14	46	1,556	15,145,940	26,208,211
TOTAL	**22,602,499**	**178,139**	**26,032**	**246,993**	**54,055**	**15,190**	**106,463**	**361,998**	**3,690,908,522**	**$6,300,076,838**

SOURCE: The National Association of State Directors of Pupil Transportation Services and Bobit Publishing Research Department.
[a]) Does not tabulate mileage at state level; [b]) Estimates by NYDOT range from 45% to 55% of all school buses are contractor-owned; [c]) Previous year's data shown.

Percentage of School Buses By State Manufactured Prior to 1977

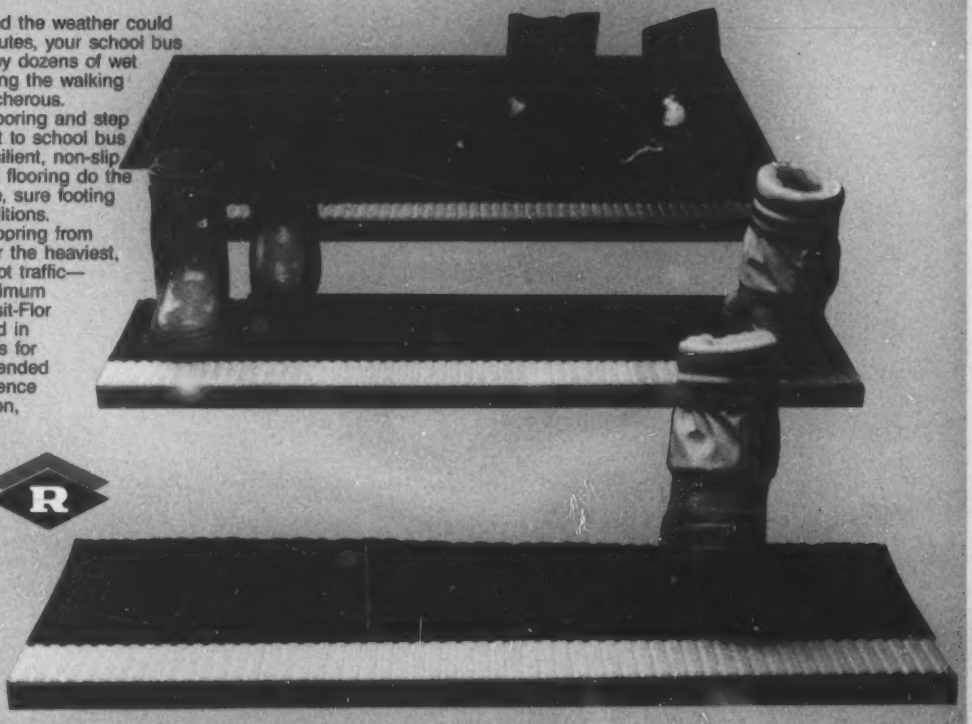
According to the 1988 SCHOOL BUS FLEET State Directors of Pupil Transportation Survey conducted in Jan. 1988, 22.3 percent of the nation's 350,000 + school buses were manufactured prior to adoption of the 1977 school bus safety standards. One year before the figure was 33 percent. Information was not available from seven states.

Keep school bus safety under foot.

It's early morning and the weather could be better. In a few minutes, your school bus floor will be trampled by dozens of wet shoes and boots, making the walking surface extremely treacherous.

That's why rubber flooring and step treads are so important to school bus safety today. R.C.A. resilient, non-slip rubber stair treads and flooring do the job best, providing safe, sure footing under all weather conditions.

Transit-Flor rubber flooring from R.C.A. stands up under the heaviest, most active kinds of foot traffic—day after day—for maximum child safety. Plus, Transit-Flor and treads are included in the Minimum Standards for School Buses recommended by the National Conference on School Transportation, NEA, 1970, meeting Motor Vehicle Safety Standard #302.



THE R.C.A. RUBBER COMPANY

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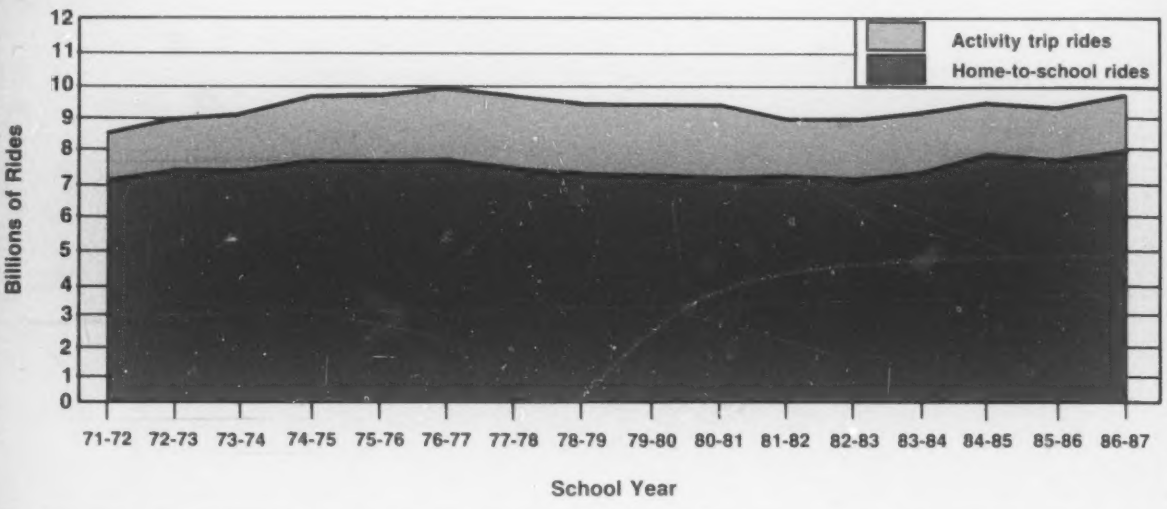
Circle 104 on SBF Action Card

U.S. School Bus Child Rides



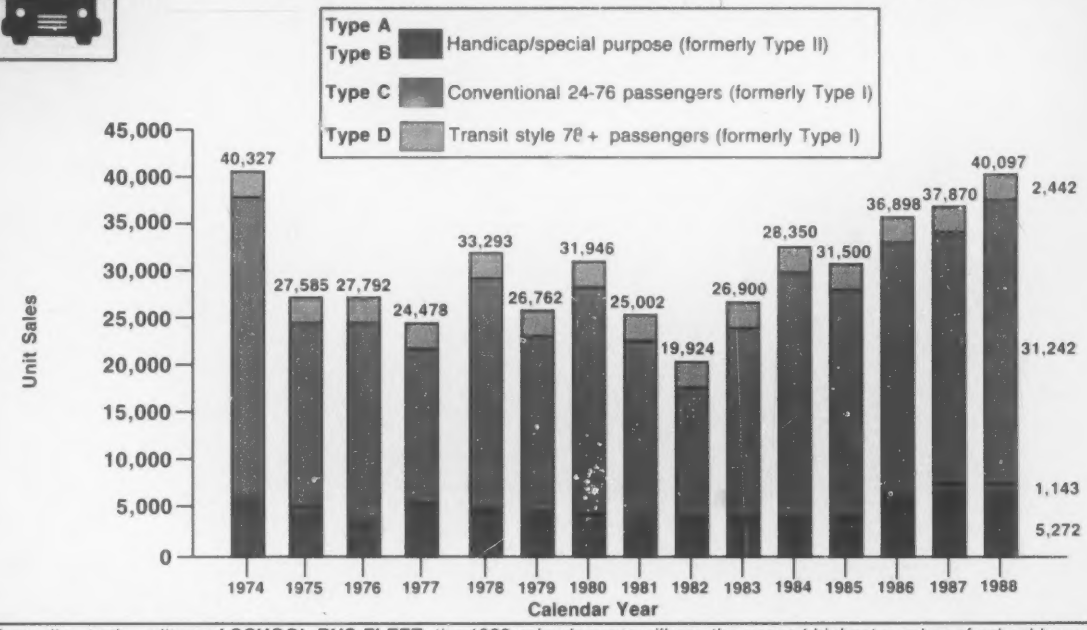
Pupil transportation provided 9.6 billion child rides in the most recent school year. It is the largest single transportation enterprise in the country, and certainly one of the largest in the world. That figure is calculated by multiplying the number of children who ride a school bus daily by a factor of two (to account for to-school and home-from-school rides), then multiplying the result by 180 school days; finally, we added a conservatively estimated 20 percent of the total to account for activity trips.

Growth of School Transportation In The United States

Source	Year	Number of Pupils Transported	Number of Vehicles Used	Pupils Per Vehicle	Expenditure*	Expenditure Per Pupil
National Association of State Directors of Pupil Transportation Services	1986-87	22,602,499	361,998	62.4	$6,300,076,838	$278.73
	1985-86	21,945,021	352,557	62.2	6,285,209,795	286.40
	1984-85	23,378,605	352,434	66.3	5,750,535,560	245.97
	1983-84	21,821,947	326,392	66.9	4,724,722,010	216.51
	1982-83	20,952,506	332,453	63.0	3,565,046,073	170.14
	1981-82	22,836,272	335,160	68.1	4,821,783,550	211.14
	1980-81	22,598,975	334,461	67.6	4,125,443,607	182.50
	1979-80	22,578,280	329,808	68.5	3,894,893,829	172.50
	1978-79	22,882,191	323,333	70.8	3,341,035,199	146.01
	1977-78	21,923,780	315,489	69.5	2,880,513,030	131.39
	1976-77	23,156,006	298,173	77.7	2,666,446,831	115.15
	1975-76	22,757,316	312,030	72.9	2,285,840,977	100.44
	1974-75	22,398,556	282 834	79.2	2,000,991,592	89.33
	1973-74	21,169,633	271,552	77.9	1,537,148,313	72.61
	1972-73	20,791,737	262,579	79.2	1,407,472,462	67.62
	1971-72	20,047,589	257,804	77.8	1,324,740,407	66.02
	1970-71	19,191,483	245,608	78.1	1,178,910,190	61.82
	1969-70	18,752,735	239,973	78.1	966,135,767	51.51
National Education Association	1968-69	18,467,944	238,102	77.6	901,353,107	48.80
	1967-68	17,271,718	230,578	74.9	822,595,699	47.62
	1966-67	16,684,922	221,722	75.3	763,600,617	45.76
	1965-66	16,423,396	210,692	77.9	696,325,421	42.40
U.S. Office Of Education	1964-65	15,413,000	206,000	74.8	642,627,000	41.69
	1963-64	15,559,524	200,116	77.7	612,310,333	39.35
	1962-63	14,247,753	195,397	72.9	578,017,634	40.57
	1961-62	13,687,547	191,160	71.6	540,168,114	39.46

*Expenditures include equipment and tools, salaries, maintenance and fixed charges, such as licenses, insurance, etc.

U.S. School Bus Body Sales 1974-1988



According to the editors of **SCHOOL BUS FLEET**, the 1988 calendar year will see the second highest number of school buses ever built. Bus body and chassis builders manufactured 40,097 school buses, nearly matching the record number built in 1974. Figures for 1988 were collected from manufacturers and component suppliers six weeks prior to the end of the calendar year and thus include estimates for December's production; the margin of error is miniscule as manufacturers are able to accurately project production rates for two or more months.

SOURCE: **SCHOOL BUS FLEET** Research Department

State School Bus Purchases

State	1981	1982	1983	1984	1985	1986	1987	1988
Florida	757	734	897	937	1,065	1,166	952	1,451
Kentucky	670	566	632	604	632	579	650	629
North Carolina	610	953	585	759	785	1,202	1,200	1,290
South Carolina	506	285	219	368	718	409	1,000	0
Texas	*2,000	*2,000	*2,000	*2,000	*2,000	*2,000	1,950	1,850
West Virginia	263	272	324	349	347	328	342	**555
Total	**4,806**	**4,810**	**4,657**	**5,017**	**5,547**	**5,684**	**6,094**	**5,775**

*approximations

**maximum number to be purchased, minimum of 251 school buses will be purchased.

In six states school buses are purchased directly by the state, with a committee comprised of the state director of pupil transportation and other educational or transportational experts developing the specifications for the vehicles. State officials compile the number of buses that districts (and sometimes contractors) require, and then solicit bids from bus body and from chassis manufacturers.

This method of procuring school buses is unlike that in most states, through their reimbursement formula, reimburse school districts which handle the procurements. Of the six states listed, five purchase once a year while the sixth (Texas) purchases monthly. The data for four of the states is presented by school year while Kentucky and Texas purchase by calendar year. The figures represent an aggregation of all types of school buses. South Carolina made no purchases this year because the state made a large purchase in 1987 when extra funds were available for school bus purchases.

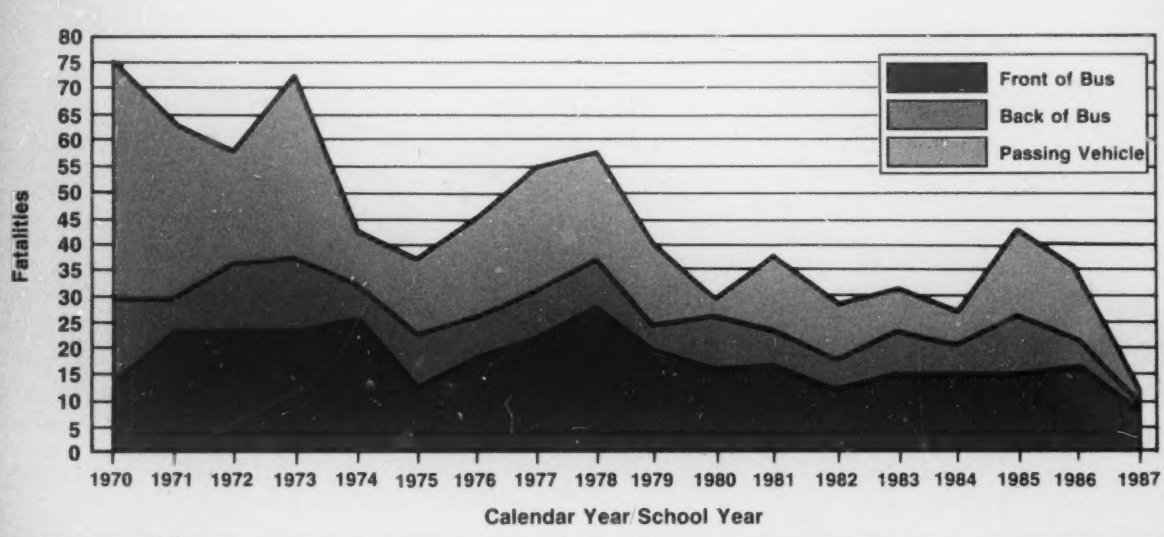
SOURCE: **SCHOOL BUS FLEET** Research Department

School Bus Accidents By States 1986-87

State	Total Vehicles	Annual Bus Mileage (000)	Pupils Transp. Daily	Type of School Bus Accident				Prop. Damage Only Acc.	Persons Injured	
				(a) Total	Other Veh.	Non-Coll.	Fixed Obj.		Total	Pupils
Alabama	6,536	53,815[d]	441,115	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Alaska	652	5,805	41,576	59	52	0	6	55	4	0
Arizona[d]	3,522	32,961	205,251	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arkansas	4,179	38,207[d]	264,474	125	112	1	1	91	68	19
California	16,863	290,320	1,094,367	2,441	1,593	132	234	1,980	847	630
Colorado	5,239	44,614	226,563	250	235	0	9	229	44	24
Connecticut	5,071	c	349,000	655	634	0	16	574	226	143
Delaware	1,274	16,561	81,557	141	104	0	17	113	57	30
Dist. of Col.	148	2,020	5,161	71	N/A	N/A	N/A	24	4	3
Florida	8,991	154,000	763,734	923	757	25	87	429	602	429
Georgia	8,571	89,119	842,748	1,065	779	0	102	N/A	313	208
Hawaii	763	7,239	40,237	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Idaho	2,237	20,665	122,000	111	97	0	3	94	24	5
Illinois	21,230	250,004	928,200	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Indiana	10,291	58,790	680,250	856	N/A	N/A	N/A	715	287	124
Iowa	6,834	62,384	244,618	465	319	15	104	388	77	40
Kansas	5,144	61,385	169,000	151	109	2	8	120	53	22
Kentucky	6,658	78,832	454,512	1,001	834	23	68	763	306	222
Louisiana	7,240	61,960	536,765	453	431	6	7	432	35	25
Maine	2,395	30,364	170,240	188	N/A	N/A	N/A	N/A	N/A	N/A
Maryland	5,136	79,451	447,400	1,151	1,032	10	94	1,039	235	152
Massachusetts	7,496	56,531	496,688	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Michigan	13,580	128,520	781,874	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Minnesota	10,389	121,931	636,552	530	366	3	13	383	244	N/A
Mississippi	5,343	41,322	362,127	401	363	8	19	348	69	50
Missouri	10,220	100,729	446,250	1,028	839	65	93	904	480	360
Montana	1,321	17,016	60,106	54	42	10	N/A	45	12	11
Nebraska	4,500	30,875	65,686	100	92	2	5	74	N/A	N/A
Nevada	965	13,514	60,478	200	0	0	170	170	96	29
New Hampshire	2,000	13,500	100,000	170	145	5	20	166	N/A	N/A
New Jersey	13,234	119,191	619,246	429	307	6	28	125	425	296
New Mexico	2,081	24,612	135,394	207	180	5	13	166	77	37
New York	27,202[e]	200,892[d]	1,917,619	488	395	0	4	285	669	462
North Carolina	13,111	118,430	687,867	1,090	883	104	8	747	721	642
North Dakota	1,908	25,676	49,619	20	18	0	1	N/A	N/A	N/A
Ohio	11,958	162,371	1,296,806	1,258	N/A	N/A	N/A	1,057	218	201
Oklahoma	6,788	58,139	298,862	388	351	0	18	245	143	90
Oregon	4,636	44,612	215,831	320	254	0	53	296	37	13
Pennsylvania	20,589	252,958	1,337,637	1,277	1,068	N/A	150	N/A	113	65
Rhode Island[d]	1,350	N/A	90,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Carolina	5,964	65,179	436,854	943	869	7	44	915	484	302
South Dakota	1,300	19,000	45,000	82	67	0	3	73	14	8
Tennessee	6,551	65,610	552,996	814	576	3	209	707	404	265
Texas	24,100	236,577	1,071,267	1,685	1,461	0	64	1,155	530	388
Utah	1,537	17,746	153,273	73	65	0	5	50	19	7
Vermont[d]	1,846	11,531	71,567	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Virginia	9,557	84,194	735,553	785	716	0	51	656	194	102
Washington	6,427	68,891	363,000	310	271	2	12	213	169	59
West Virginia	3,017	40,261	278,380	604	417	0	171	595	9	4
Wisconsin	7,083	N/A	469,413	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Wyoming	1,565	15,146	42,203	34	29	0	2	28	22	17
TOTAL[b]	**356,589**	**3,593,450**	**21,986,916**	**[b]30,000**	**[b]25,000**	**[b]700**	**[b]3,000**	**[b]25,000**	**[b]10,500**	**[b]7,300**

SOURCE: National Safety Council survey departments of education and state traffic authorities. Most reports cover 1986-1987 calendar year. U.S. totals are Council estimates for the calendar year 1987. Additional Source: State Directors of Pupil Transportation Services.
[a]Totals include additional accident types not shown separately; [b]Procedures for estimating U.S. totals were revised for the 1985 edition. U.S. totals in this edition are not comparable to estimates prior to the 1985 edition; [c]Does not tabulate mileage at state level; [d]State director did not report figures before deadline. Data is from previous year; [e]Estimate by NYDOT.

K-DOT Fatalities



Calendar year 1987 saw a 24 percent decrease in pupil fatalities, according to the annual Kansas DOT Loading & Unloading Survey. Altogether 32 children between the ages of 5 and 17 were killed in the loading/unloading zone during 1987. While the number has trended downward since 1970 when the series was begun, the children killed in the most recent year reported brings to 827 the number of pupil fatalities in the loading and unloading zone in the last 17 years. SOURCE: Kansas DOT Loading & Unloading Survey

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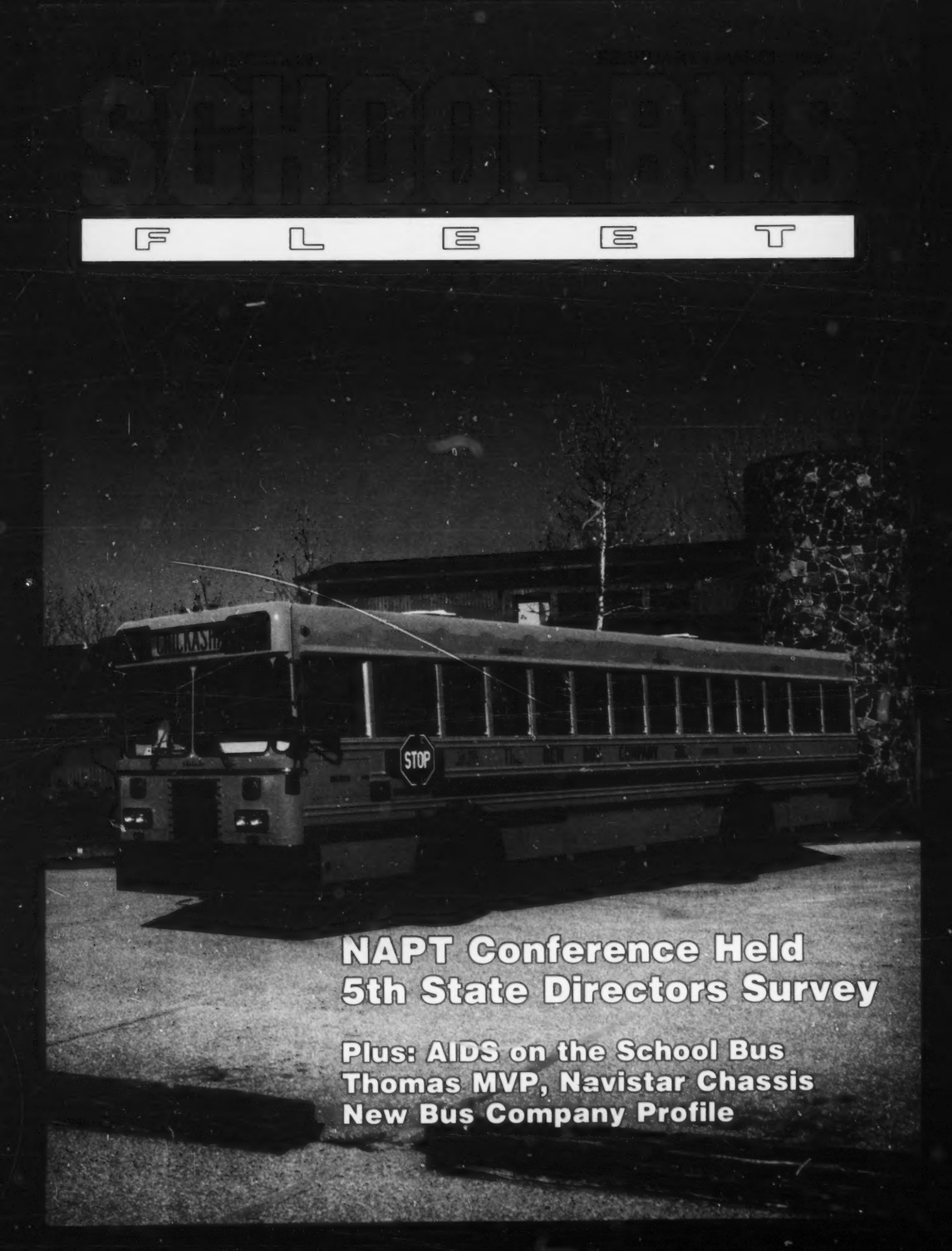

NAPT Conference Held
5th State Directors Survey

Plus: AIDS on the School Bus
Thomas MVP, Navistar Chassis
New Bus Company Profile

A BOBIT PUBLICATION

SCHOOL BUS FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

Vol. 35 No. 1

February / March 1989

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On the cover: Photo of the New Bus Company's Type D Chickasha taken by Carl's Studio, Inc., Chickasha, Okla.

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EDITORIAL AWARD
JESSE H. NEAL CERTIFICATE, 1985

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Industry News

K-DOT Loading & Unloading Zone Fatalities

	1984	1985	1986	1987
Front of bus	15	15	16	8
Back of bus	6	11	6	9
Struck by passing vehicle	7	17	14	11
Other	0	0	0	4
No information	2	2	6	0
Total	**30**	**45**	**42**	**32**

The 1987 Kansas Department of Transportation School Bus Loading & Unloading Zone Survey shows a 24 percent decrease in student fatalities from the previous year.

K-DOT Survey Shows Drop In Fatalities

The number of children killed in the school bus loading and unloading zone decreased 24 percent in 1987 according to the Kansas Department of Transportation School Bus Loading & Unloading Survey.

Forty-eight states reported 32 fatalities during the year, compared to 42 the previous year. Some states report their data using a school year time period while others use calendar year.

The number of children killed in front of the bus was reduced by 50 percent while three less children were struck by passing vehicles. However, three more children were killed in back of the school bus.

This year's survey also listed four children in the "other" category; these children were killed while onboard the school bus and not in the loading and unloading zone. Robert Fischer, a specialist for the Minnesota Department of Education's Pupil Transportation Section, pointed out that these deaths should not have been included in the survey. According to a letter by Fischer, the Kansas DOT concurred and these fatalities should have been footnoted in the survey.

Other data included in the survey includes the following:

- Of the deaths, 23 of the 32 occurred on Type C school buses.
- Sixteen of the children were female, 15 were male and there was no information for one.
- Trips coming home from school accounted for 75 percent of the fatalities this year, with the remainder occurring on the way to school. Meanwhile, over the last 18 years, 65.7 percent of the fatalities occurred on the trip home.
- Again, children under eight years of age are the highest risk, with 21 of the 32 fatalities in this age group. Over the past 18 years, 67 percent of the deaths were children under eight.
- Weather conditions did not play a major role in the fatalities with 78 percent occurring during clear skies, two during cloudy weather, four during the rain, and one in snowy weather.
- Sixteen of the deaths occurred in rural areas.
- Twelve of the deaths occurred on Friday, with seven on Monday and six on Wednesday.
- March was the month with the most fatalities with seven.
- Pennsylvania reported the most fatalities with six, followed by New York with five and Missouri with four.

There have been 829 total fatalities in the loading and unloading zone as reported by K-DOT since 1970.

Louisiana Cuts School Bus Funds

Louisiana Governor Charles Roemer has eliminated the state's Bureau of Transportation administrative unit overseeing school transportation and cut $107 million from the budget for school bus driver salaries. This economically motivated reduction has left the state without a director of pupil transportation to regulate the safety practices of school buses.

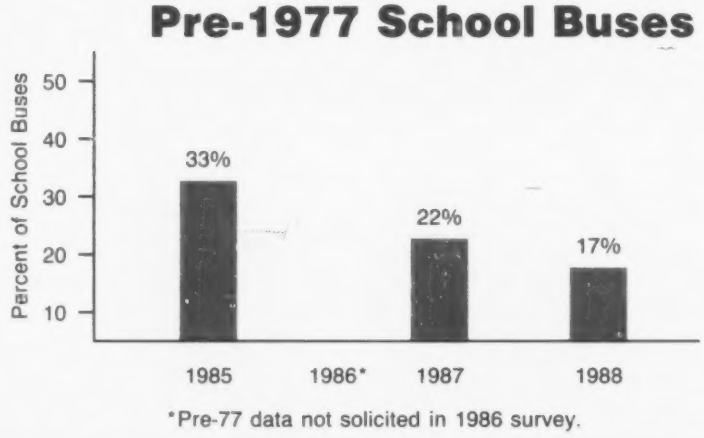
In a compromise move with state politicians, Roemer eliminated the money for drivers' salaries from the state budget; however, the funds will be supplied this year by a temporary tax. The legislature agreed to lift a tax exemption on certain items including food and gasoline until July 1, 1989, to raise state funds. After that date, the items will again be exempt from taxation and this revenue source for school transportation will dry up.

"No one knows what to do with this governor," said Ann Barton of the Louisiana School Bus Operators Association, representing 4,200 drivers throughout the state. "The school bus inspections are going to be cut, the buses will be loaded up with students, and the conditions may become unsafe."

The state Department of Public Safety will continue to perform mechanical inspections through June 30, 1989, but after that there will be no certified agency conducting inspections. The state will also no longer have an agency conducting school bus driver certifications when the funds are eliminated. A legislative study is now underway in order to determine fund raising solutions.

SBF's 5th Annual State Directors Survey

State directors comment on various topics affecting the industry such as handicapped transportation and driver training.



The percent of pre-1977 school buses continues to decline. According to the 5th annual School Bus Fleet State Director's Survey, only 17 percent, or approximately 45,600 school buses in the active fleet, were manufactured prior to adoption of the 1977 DOT safety standards.

The actual figure is likely much lower, however, as 11 state directors did not supply information for this question in this year's survey. However, seven of these 11 answered this question a year ago; if that data is factored in (and bear in mind available data from these seven states is currently one year old) then the numbers would be 18.3 percent and 59,198 school buses. SOURCE: SBF Research Dept.

• More than 83 percent of the buses in school transportation were manufactured after implementation of the 1977 DOT safety standards.

• In the last five years, 19 states have experienced fires onboard one of their school buses.

• Six states do not require any specialized classroom, behind-the-wheel, or in-service training whatsoever for school buses drivers.

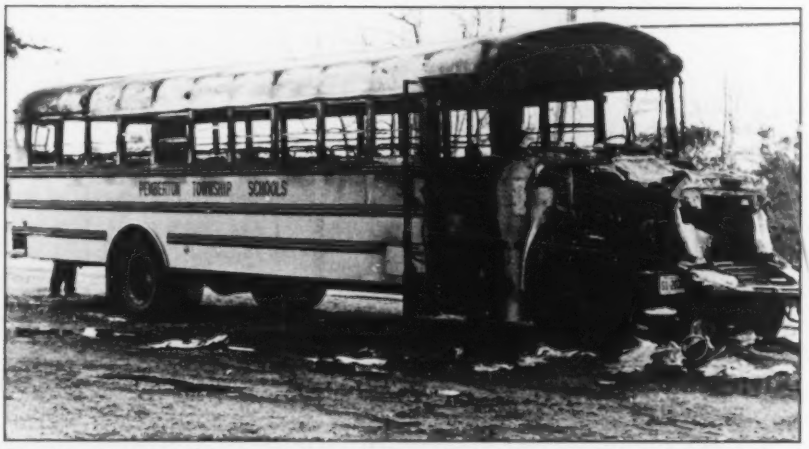
These are just a few of the facts accumulated from the Fifth Annual State Directors of Pupil Transportation Survey conducted by *SCHOOL BUS FLEET*. The survey was distributed to all of the state directors in late December 1988, and 47 states and the District of Columbia responded, representing 84 percent of the school buses nationwide.

Disappointingly, responses were not received from three states — including Pennsylvania and New Jersey, which have 13,000 and 20,000 vehicles respectively.

In the wake of the tragic church bus fire in Carrollton, Ky., in May, 1988, the industry has been bombarded with media attention on the number of pre-standard school buses still on the road. This year's survey shows a continuing decline in the number of pre-1977 school buses. With 40 states responding to the query, just 17.1 percent of the school buses nationwide are reported to be pre-'77 — down from 26 percent the previous year and 33 percent in 1986. Connecticut with 0.05 percent and Maryland with 0.0001 percent reported the least amount of older school buses on the road; New Mexico, Massachusetts, Delaware and West Virginia also show small percentages.

Meanwhile, in the District of Columbia, our nation's capital, 80 percent of the school buses are prestandard. California continues to operate more than 9,100 (45 percent) prestandard school buses. Alabama also reported 45 percent of their school buses as pre-'77, while both North Dakota and Oregon also report 40 percent of their vehicles as pre-'77.

While this continuing decline of pre-DOT school buses is a healthy development for the industry and the safety of school children, it is unclear what this trend may mean to school bus manufacturers in the coming half decade. For, as a larger and larger percentage of school buses are of post-77 manufacture, a question arises: Will the rate of acquisition of new equipment continue at the current pace?



The Carrollton church bus crash focused national attention on the flammability of school bus interiors. Many of the state directors responded that FMVSS 302 should be addressed at the upcoming National Standards Conference.

School bus sales have grown steadily since 1982, peaking at 40,097 in 1988. It may turn out that financially strapped school districts will slow their acquisition rate, or acquisition activities may shift to those states such as Alabama and California which still have a high percentage of pre-DOT buses, or the current pace will continue. After all, a mini-boomlet is projected in school-age population in the mid-1990s.

Safety issues

Concentrating many of the questions on safety related issues, the editors of *SBF* asked the state directors about the status of safety programs in their states.

When asked if their state has regulations requiring forward facing wheelchairs on school buses, 40 states answered no, while seven states answered yes. In Tennessee, Dr. Ernest Farmer responded that the state mandates forward facing wheelchairs in large Type C and Type D school buses, but does not require forward facing wheelchairs in smaller special education type vehicles (Type A and Type B).

The topic of regulations for special education transportation was cited by many of the state directors as a high priority item at the upcoming 11th National Standards Conference in 1990. In that same vein, four out of every five states responded that they require emergency evacuation drills for school children onboard small Type A and Type B "handicap" school buses. These evacuation drills may consist of wheelchair procedures and/or adaptive device dismantling procedures; however, most of the states answered that the specific drill techniques are left up to local school officials.

Clearly, the increasing emphasis on special education transportation, and specifically the possible application of Section 504 of the Rehabilitation Act of 1973 (Section 504 has traditionally governed handicap policies of public transit), suggests not only increasing attention the industry must devote to this topic but increased marketing opportunities for manufacturers of wheelchair lifts, wheelchairs and various adaptive devices, Type A and Type B school buses, etc.

Regarding evacuation drills onboard large school buses, 41 states mandate the drills, while the remaining states only recommend them. Of those requiring drills, nearly all mandate the procedures be conducted at least twice per year. Again, drills may consist of rear door, window and/or service door escapes, but most states leave the specifics to local officials. Only New York requires an evacuation drill to be conducted from all three emergency exits.

In an attempt to isolate the various safety exit features mandated on large school buses, the survey asked the state directors to list all emergency exits, in addition to the already required rear emergency exit. Six states require a right side emergency exit door; nine states require a left side emergency exit door; 13 states require push-out windows; and three states require escape roof hatches. Other required safety exits include a rear service door and a requirement that windows open to a certain size for easy escape if necessary.

Seven states responded that they do not require the aisle in a school bus to be clear at all times — in other words, these states may allow standees. Meanwhile, six states listed that they do not require the aisle in a special education school bus to be clear at all times. Ron Kinney, state director in California, clarified that his state does not require a clear center aisle on a special education "wheelchair" bus, but does maintain a clear aisle on a large school bus. Again, the Carrollton church bus crash focused attention on this issue because the vehicle was overcrowded and many of the victims were unable to escape the flames because the aisle was incumbered.

The directors were also asked if their state mandates school buses to operate with headlights on during daylight hours while transporting pupils. Fully, 83 percent of the respondents do not require this, while eight states do. In Alaska, state director Romayne Kareen responded that most school buses operate with headlights on, even though it is not required.

Drugs and drivers

One of the most sensitive issues facing pupil transportation is dealing with children onboard the school bus who are inflicted with a communicable disease. (See article in this issue entitled "Safe Cleanup Helps Combat Disease Spread," on page 53.) In last year's State Director's Survey only two states reported they had developed a statewide program of guidelines for handling communicable disease on the school bus. According to this year's survey, 10 states now have guidelines or regulations for the transporta-

tion of these pupils.

Moreover, Larry McEntire of Florida reports that his drivers will be instructed on proper handling techniques in the spring of this year.

The Federal Highway Administration (FHWA) recently mandated drug testing requirements for school bus drivers in extremely specialized circumstances. However, more than half of the responding states do not know how many school districts or school bus contractors operating in their state subject their drivers to drug tests. Moreover, an additional 14 states said that no districts or contractors conduct drug tests in their state. Among the eight state directors able to respond to the question, 10 school districts and 41 private contractors nationwide are identified as conducting drug testing on their drivers. In the 1987 survey, the state of New Jersey listed more than 500 districts conducting testing; however, that state did not respond to the survey this year.

In Maryland, director Dick Alexander says the state's annual physical examination guidelines say that "tests shall be performed to detect the use of narcotic or other habit-forming drugs when use is suspected."

One alarming development in the survey is the declining amount of school bus driver training required. Six states — Iowa, Maine, Missouri, Montana, South Dakota and Wisconsin — reported they do not have statewide requirements for classroom, behind-the-wheel, and annual in-service school bus driver training. Some explanations could be the nationwide shortage of drivers — especially in these rural states — or a lack of funding.

Of the 42 states requiring minimum hours of training, the averages are as follows:

- 14.7 hours of classroom training;
- 6.8 hours of behind-the-wheel training, and
- 5.5 hours of annual in-service training refreshers.

In many states, the minimum hours of training vary or is left up to the local school authorities. Among the stricter states are West Virginia (117 total hours), California (50 total hours), Louisiana (48 total hours), District of Columbia (48 hours) and Arizona (44 total hours).

Funding for school bus driver training seems to be scarce. Seventeen state directors do not budget any state funds from their office for

Six states reported they do not have statewide requirements for classroom, behind-the-wheel, and annual in-service school bus driver training.

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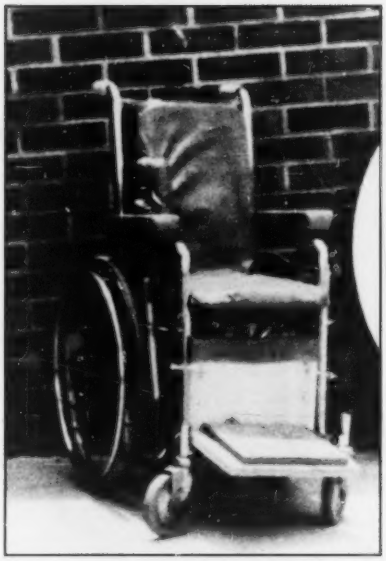
school bus driver training. Of the 18 states that fund training, the average training budget is $180,436. Many state directors believe that driver training funding is at a critical stage and directors said they are in favor of federal funding for training. Eight states are against federal involvement and two directors had no opinion. Duane Kirk in Idaho believes that state and local districts should provide the funding.

Carrollton issues

The Carrollton church bus crash has brought many school bus safety-related issues to the attention of pupil transportation officials. Among the concerns is the capability of school buses on interstate highways. In the survey, every state reported that school buses are allowed the federal interstate system in their state. There was one exception, in South Carolina special education buses are only allowed on the highways after approval from the State Department of Education, and the vehicles are limited to 45 mph.

The Carrollton accident also has turned attention to the flammability standards on school buses. The state directors listed these fire standards as an important issue to be addressed at the 11th National Standards Conference. A question in the survey asked the directors if any school bus in their state had experienced a fire onboard in the last five years. Unfortunately, the term "onboard" was vague to some of the directors, who were not sure if the query indicated within the passenger compartment or engine compartment. Nevertheless, 19 states reported an onboard fire in the last five years, while an equal number have experienced no fires. Of the states that had fires, Oregon had the most with 15; though not all of those occurred with students onboard. Indiana and Kansas each listed 10 fires.

The state directors were asked the speed limit for school buses in their state and for the most part, the posted speed limit is applicable for school buses. Many states have differing limits for large school buses versus small buses, and most states have different limits for highways and other roads. In five states — Arizona, Florida, Idaho, Rhode Island and South Carolina — the state school bus speed limit does not apply to school buses registered in other states.



Handicapped transportation was listed by the state directors most frequently the most important area of pupil transportation to be addressed at the Standards Conference.

National Standards

The upcoming 11th National Standards Conference in 1990 will have to face some serious issues in pupil transportation. In order to determine what effect the standards that are developed at the conference will have on the industry, the survey asked the directors about the weight the standards carry in their state.

Every state director but three believe their state's school bus regulations meet or exceed those adopted at the conference.

The questions for the survey were developed with the help of Ron Kinney of California. "We wanted to develop a set of questions to determine the degree of influence the National Standards Document has among the states," Kinney said.

Idaho, Louisiana, New Hampshire and the District of Columbia are required to *adopt and comply* with all of the standards regarding operations and specifications published in the National Standards Document. Meanwhile, an additional three states are required to adopt all the standards except the Uniform Accident Reporting Form. On the other hand, 32 states are not required to adopt any portion of the operations or specifications derived from the conference.

With the thought in mind that there are few states mandating the standards, the survey asked how many states use the document as a guideline. Twenty-eight states use the entire document as a guide in developing state standards. Every state but one (Illinois) uses at least a portion of the document to determine regular education or special education operation guidelines, or to develop specifications for school bus bodies and chassis.

Moreover, every state director but three believe their state's school bus regulations *meet or exceed* those adopted at the conference. However, the directors split on whether or not the standards should be required for nationwide adoption by the states. Twenty-four directors said no, they do not favor adoption, while 18 directors would favor it.

Overwhelmingly, the directors believe special education transportation regulations, emergency exits on school buses, and a review of the flammability of seating material are the three most important items facing the industry at the 1990 conference. Other issues of importance mentioned frequently by the directors include driver training, drug testing, educational programs, the loading and unloading zone and national leadership.

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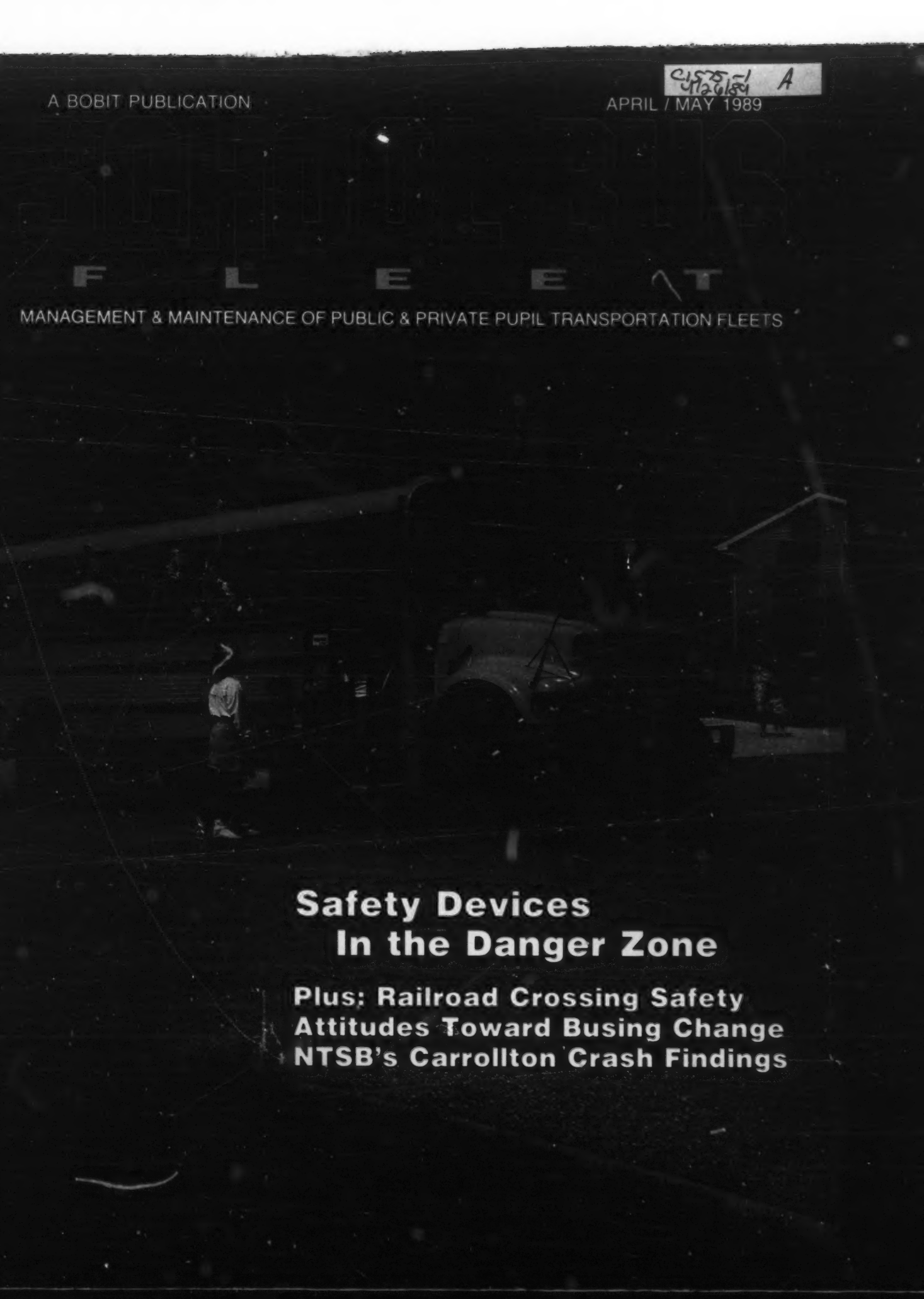
APRIL / MAY 1989

FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS



Safety Devices In the Danger Zone

Plus: Railroad Crossing Safety
Attitudes Toward Busing Change
NTSB's Carrollton Crash Findings

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SCHOOL BUS FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

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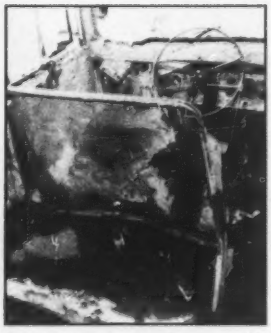

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EDITORIAL AWARD
JESSE H. NEAL CERTIFICATE, 1985

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Americans Finding Busing Much More Palatable Now

A new Harris poll reveals that America's attitude toward busing to achieve racial balance has changed. Those who have experienced it, look upon it favorably. But there's still work to be done.

More than one-third of all American children have been bused to achieve racial balance. The response to it has been favorable among those who've been bused.

Whether people realize it or not, attitudes have changed dramatically in the last 30 years and nowhere is that change more evident than in public opinion on race relations.

Baring that out is a recently released survey conducted by Louis Harris and Associates for the NAACP Legal Defense and Education Fund (LDF) that shows blacks and whites are ready to address race relations, and feel that strong, active leadership is needed to bring about true equality.

One segment of the broad study, "The Unfinished Agenda on Race in America," revealed that while busing of children to achieve racial balance has tripled since 1978 going to 35 percent from 13 percent, opposition to it has declined, falling from a constant 75 percent opposed over the last three decades to only 54 percent opposed in 1988.

Among parents whose children have been bused, 64 percent report it a very satisfactory experience, and only six percent called it not satisfactory. Sixty-three percent of blacks report a very satisfactory experience, 64 percent of whites found it very satisfactory and 73 percent of all those families who have had children bused, favor busing to achieve racial balance.

"This tells me that in the period since busing has been enforced, those people who have experienced it responded favorably to it," said LDF project director Deborah Dahl. "Those who had some resistance to it, as they went through it, seemed to have less resistance."

Busing is just one of the mechanisms used to stem segregation and achieve racial balance, and the statistics show that most people are not opposed to it as long as their children continue to receive a quality education. Most people think of busing as black students being transported to white suburban schools, but in fact it works the other way as well. White children may also be bused to schools out of their neighborhoods to achieve racial balance.

"White and black parents whose children have been bused to achieve racial balance agree that their experience with busing has been very satisfactory," said Julius Chambers, director-counsel of LDF. "And among the general public there is support for busing, provided the buses take children to high-quality schools."

Broad segment studied

LDF commissioned the study of a cross-section of 3,123 American families and 347 "persistently poor," families in eight American cities: Atlanta, Chicago, Detroit, Houston, Los Angeles, New York, Philadelphia and St. Louis. They were attempting to track the change in attitudes over racial issues over time, learn more about the persistently poor and frame an agenda for progress toward racial

equality in the United States.

Two questions on busing included in the lengthy interviews revealed that many Americans find the present system palatable. The first question, under the heading, Attitude Toward Busing, asked Americans: Do you favor or oppose busing of school children to achieve racial balance? Under the heading, Children in Family Bused to School, the second question asked Americans: Have any of the children in your family been picked up by bus to go to school with children of other races, or hasn't that happened?

Whites and blacks are most impacted by busing in the South. Forty-one percent of all Southern whites have experienced it in some way and 55 percent of Southern blacks have been impacted. Whites don't like it much in the South, where along with the Midwest, they find it least acceptable. Busing is most acceptable among whites in the East and West and most acceptable among blacks in the Midwest and West.

Some rather surprising numbers did show up, however, particularly when the responses were broken down according to education, income, occupation and political bent.

Whites who have not continued their education beyond high school favor busing, 49 percent to 45 percent, but whites with a four-year college degree, who by definition are more apt to embrace attitudes strongly in favor of racial tolerance, oppose busing, 65 percent to 31 percent.

"White and black parents whose children have been bused agree that their experience has been satisfactory."

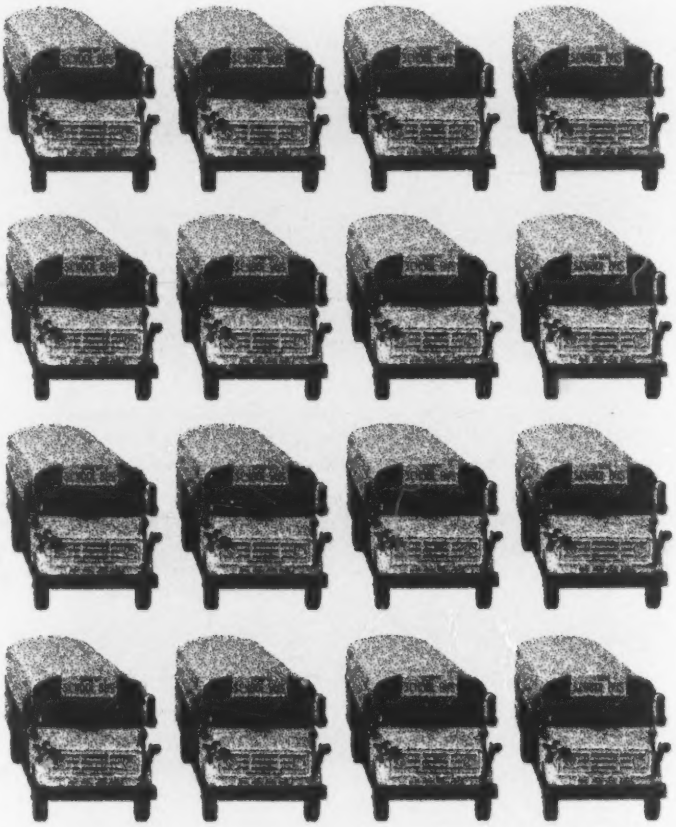
—Chambers

The same disparity is true for blacks. Those blacks with no more than a high-school education favor busing, 72 percent to 25 percent, and while those blacks with a four-year college degree still favor busing, 60 percent to 37 percent, that number is five points below the national norm.

The conclusion that can be reached is that although those with a higher education might be more apt to hold enlightened views on racial equality, they are still fearful their children might not receive a good education if they are part of a busing program. In other words, opposition seems to linger among those with the most enlightened views about racial justice and quality.

Dahl disagrees.

"Busing to achieve racial balance and force desegregation is a meaningless, abstract concept to those with a higher education," she said. "They are not familiar or comfortable with the idea because they can afford to send their kids to pri-



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vate schools, but those on the lower end of the socioeconomic echelon would favor busing because it could improve their station in life."

Professionals opposed

In terms of occupation, 42 percent of all blue collar workers, a higher than average number, favor busing. But 62 percent of all professionals, who are in general highly intolerant of discrimination in the workplace, oppose busing.

"We believe that steps to eliminate desegregation must be stopped and busing must continue."

—Dahl

Again, the consensus seems to show that while affluent blacks and whites support the notion of equal education for black and white children, they are still fearful their own children will not receive as good an education if they are bused. Oddly enough, 50 percent of whites who consider themselves politically liberal, oppose busing.

Overall, those who commissioned the study were pleased with the findings.

"Our primary purpose in commissioning and releasing this survey was to promote a new national commitment to equal rights, equal opportunities and equal justice," Chambers said. "I would say that the findings of the survey are encouraging and reveal a solid base of support for positive action on race relations."

However, according to Dahl, there is much work to be done in this area, particularly for the persistently poor. During the Reagan years blacks made no significant strides and there is guarded optimism that the Bush administration is amenable to advancement in the area of race relations. "Their rhetoric has been encouraging but we'll have to see if they back it up with any action," she said.

Particularly disturbing to LDF and civil rights activists is a national phenomena called unitary status which keeps popping up before the United States Supreme Court. Essentially what the states are telling the courts with their claims of unitary status is that the goals of desegregation have been achieved and busing is, therefore, no longer necessary.

Nearly every state has brought before the Supreme Court some claim of unitary status and this worries Dahl and the LDF. With four of the more liberal members of the court now in their 70's, the future of busing is tenuous at best.

(Supreme Court justices hold their jobs for life once appointed by the president and confirmed by the Senate. The president normally chooses prospective justices according to how close their views are to

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ATTITUDE TOWARD BUSING

Q: DO YOU FAVOR OR OPPOSE BUSING OF SCHOOL CHILDREN TO ACHIEVE RACIAL BALANCE?

		REGION				SEX		EDUCATION					AGE					RACE			
	TOTAL	EAST	MID-WEST	SOUTH	WEST	MEN	WOMEN	LESS THAN HIGH SCH	HIGH SCH GRAD	2 YR COLLEGE	4 YR COLLEGE	POST GRAD	18-29	30-49	50-64	65+	CHILDREN BUSED	WHITE	BLACK	HIS-PANIC	ASIAN
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Base	3103	764	781	1009	549	1485	1618	773	1218	560	323	219	873	1127	595	494	1099	2716	356	192	31
Favor	1284 41%	342 45%	268 34%	431 43%	243 44%	574 39%	711 44%	395 51%	481 40%	214 38%	114 35%	72 33%	499 57%	404 36%	191 32%	180 36%	515 47%	1031 38%	238 67%	118 61%	16 53%
Oppose	1673 54%	380 50%	476 61%	544 54%	273 50%	840 57%	834 52%	325 42%	690 57%	326 58%	195 61%	137 62%	343 39%	684 61%	388 65%	250 51%	546 50%	1561 57%	100 28%	65 34%	12 38%
Not Sure/Refused	145 5%	41 5%	38 5%	33 3%	34 6%	72 5%	73 5%	53 7%	47 4%	21 4%	14 4%	10 5%	31 4%	39 3%	16 3%	55 11%	36 3%	124 5%	18 5%	9 4%	3 10%
Unweighted Base	3123	797	713	1048	567	1465	1658	456	1118	674	539	324	662	1468	575	395	1076	2008	1005	168	110

his own. If any of the present liberal justices pass away or resign, many civil libertarians fear President Bush will appoint more conservatives to take their place, thus jeopardizing civil rights gains.)

Court concerns the LDF

"This is a very politically right, very conservative court right now that thinks that civil rights is a thing of the past," Dahl said. "If unitary status is declared, LDF believes we'll lose the gains of the past and actually take a step backward. Right now we're just trying to hold onto what we've got and that's not a good position to be in, either.

"We believe that steps to eliminate desegregation must be stopped and positive steps like busing must continue."

In the late 1950's Americans paid great heed to race relations, and the movement probably peaked with the monumental 1963 march on Washington, which culminated in Dr. Martin Luther King's famous "I Have a Dream," speech. Race relations remained in the forefront of the American psyche in the latter years of the 1960's when many of the nation's cities exploded with urban violence. However, according to Chambers, things have remained somewhat dormant since then and the movement has actually moved backward since 1981.

Many people have mistaken that dormancy for contentment.

"A lot of white Americans think there is no discrimination anymore because there's no great marches and the cities aren't exploding like they were in heyday of the 1960's," Dahl said. "They think that because of that blacks are satisfied and that's why they're not paying any attention to it. Blacks feel that there is still a lot of discrimination, but they are just not as overt about it. Right now discrimination and the response to it is more subtle."

That's why Dahl, Chambers and the LDF are so concerned about unitary status and the importance of programs like busing that continue to desegregate America, especially in education. Seventy four percent of all blacks in the persistently poor class polled say they would like their children to live better lives than they had; 59 percent said staying in school was the most important thing they could do to improve their lot; and 58 percent said getting proper training to hold down a job was extremely important.

Clearly, having the opportunity to receive a quality education could be the ticket to attaining those goals. And, if those opportunities can only be attained elsewhere, then busing is the answer for some.

"The purpose of busing is to desegregate the schools and provide quality education for those who really need it," Dahl said. "Busing is just one way to achieve desegregation and it's one that is the most consistently successful."

One-third Of All Pupils Have Been Bused

The NAACP Legal Defense and Education Fund (LDF) is a separate entity and has no affiliation with the NAACP. Founded in 1940, the LDF was involved in the Brown vs. Board of Education case and has argued a number of civil rights issues.

The LDF commissioned Louis Harris and Associates to do the survey, "The Unfinished Agenda on Race in America," in September, 1988. Some of the findings concerned the attitudes Americans have toward busing to achieve racial balance, such as:

- Thirty-five percent of all American school children have been picked up by bus to attend school with children of other races. Breakdown by region reveals it's happened to 38 percent of children in the East, 29 percent in the Midwest, 43 percent in the South and 32 percent in the West.
- While only 54 percent of all Americans polled oppose busing, the number is much higher in the Midwest where 61 percent oppose the notion. Fifty percent oppose busing in the East and West, and 54 percent oppose it in the South. Forty-one percent of those polled favor busing.